NORTH PULLMAN DISTRICT

Chicago, Illinois

Preliminary Staff Summary of Information
Submitted to the Commission on Chicago Landmarks
February, 1992

NORTH PULLMAN DISTRICT

A district composed of two separate but nearby areas:

THE ALLEN PAPER CAR WHEEL COMPANY AREA:

- The East Side of the 10700-Block of South Cottage Grove Avenue
- The East Side of the 10600-Block of South Champlain Avenue
- Both the East and West Sides of the 10700-Block of South Champlain Avenue
- The West Side of the 10600- and 10700-Blocks of South Langley Avenue
- The Former North Pullman Fire Station, 623 East 108th Street
- The Former Pullman Hammer Shop, 10840 South Langley Avenue

THE UNION FOUNDRY AREA:

- The East Side of the 10400- and 10500-Blocks of South Corliss Avenue
- The West Side of the 10400- and 10500-Blocks of South Maryland Avenue

In 1880, George Pullman undertook the construction of the industrial town bearing his name. The Pullman Palace Car Company was the premier manufacturer of luxury railway car coaches, and in an effort to consolidate the various manufacturing enterprises necessary for the manufacture of these cars Pullman purchased a large tract of land on the western shores of Lake Calumet. In his development of this area, however, Pullman did more than create an industrial park; he generated a self-sufficient community including houses and stores, a church, school, library and other ancillary buildings. Combining industry, housing and public spaces in an ordered setting, having an overall urban character, Pullman is recognized as a model for planned industrial communities.

Although the holdings of the Pullman Land Association included property as far north as 95th Street and as far east as Indiana Avenue, the town of Pullman, as traditionally perceived, comprised the area between Lake Calumet on the east, and the Illinois Central Railroad right-of-way along Cottage Grove Avenue, from 103rd Street to 115th Street. The town was split into three main areas, the industrial complex between 108th and 111th streets separating two residential districts. The residential area south of 111th Street included houses and flats and all of the social and institutional buildings supporting the community, such as the Market Hall

(112th Street and Champlain Avenue), Greenstone Church (112th Street and St. Lawrence Avenue), the retail arcade (111th Place and South Cottage Grove Avenue; demolished), and the stables (112th Street and Cottage Grove). In 1972, most of this area between 111th and 115th Street was designated a Chicago Landmark as the South Pullman District.

The residential district to the north of the industrial park was developed simultaneously with the rest of Pullman, from 1880 through 1882, with a second phase during 1884-85. Although in this sense the history of North Pullman is part of the history of Pullman itself, in its day-to-day operation, the northern district was distinct from South Pullman. North Pullman had none of the institutional buildings found to the south. Because of this residents could not readily take advantage of the social amenities situated in South Pullman. Consequently, such basic needs as stores and schools were met in North Pullman by locating these facilities in buildings which, on their exterior, corresponded to the prevailing residential architecture but which on their interiors were altered to suit the retailing and housing needs of this remote section.

The Architecture of Pullman

The planning of Pullman and the design of its initial buildings was carried out during the winter of 1879-80 by architect Solon S. Beman and landscape architect Nathan Barrett. George Pullman had first become acquainted with Barrett when the latter worked on plans for Pullman's estate in Longbranch, New Jersey. It was Barrett who recommended Beman to Pullman when he was looking for an architect to plan alterations for Pullman's Chicago home on Prairie Avenue.

The housing in Pullman, both north and south, is generally made up of semi-detached blocks of two- to three-story rowhouses, flats, and boarding houses. The dwellings built during the initial construction phase, from 1880 through 1882, were of orange brick with simple but picturesque details, such as contrasting bands of black brick, corbelling, and decorative wood cornices. Housing built during the second major stage of construction, in 1884 and 1885, was largely of common brick with simpler decorative treatment. The amount of architectural detail also depended in large part on location, as structures at the edge of the residential districts, such as along Cottage Grove Avenue, were more visible to the general public and were thus more elaborately treated than those on interior streets.

Generally, the various residential housing types were integrated on each block. The basic housing types were: single-family rowhouses; two- and three-flats; boarding houses, where semi-permanent residents were provided single rooms and meals in a shared dining room; and block houses (also called tenements) with single rooms and no kitchen or dining facilities. There were different grades of single-family houses, ranging from the larger, more detailed houses for company executives and foremen, to the much more prevalent workers' houses. Houses for workmen varied in detailing, based on size and detailing and rent.

From the time of their construction until 1907, when the Pullman Land Association, acting in response to a court order began to actively sell the houses, all of the residences in Pullman

A view looking south on Cottage Grove Avenue at 107th Street, taken sometime during the late 1880s. These flat buildings, being situated on major thoroughfare, were more picturesquely detailed than comparable buildings to the west. *(Photograph by J. W. Taylor; courtesy of the Pullman Research Group)*

were rental units.) The effect of the architectural variation in Pullman, as noted by a commentator in 1970, was the creation of distinctive and visually rich streetscapes. Among the diversity of types, architectural continuity was maintained by the similarity of proportions, materials, and setback and by the rhythmic line of eaves and lintels.

In terms of their plan, the basic Pullman house was laid out to provide a maximum of light. The living room is at the front of the house, with a combined dining room and kitchen behind. A toilet was in a small closet on the second floor. There are three bedrooms on the second floor, one large room at the front of the house and two smaller ones at the rear. The second-floor hallway is illuminated by a skylight. The typical two-flat had two bedrooms per floor, one at the front next to the living room and one at the rear adjacent to the kitchen/dining room.

In recounting the development of Pullman, the architect Irving K. Pond, who was Solon Beman's chief draftsman for the Pullman project, stated "there is no attempt in Pullman to produce sophisticated architecture." While the intent was not to produce individually distinctive dwellings, the result of the planning and construction is a handsome architectural ensemble forming block after block of visually harmonious streetscapes.

North Pullman

Residential development in Pullman was driven by industry. The location of the factory of the Pullman Palace Car Company, the largest single employer in the area, just north of 111th Street, provided the impetus for the building of the principal residential area immediately south. The car company, however, was only one of a number of plants and mills supporting the car building enterprise. In the blocks from 108th Street to 111th Street were situated freight houses, a paint shop, wood shop, boiler plant, lumber drying kiln and other similar operations.

Except for the Administration Building and Clock Tower at 111th Street, the only remaining industrial building from the original complex between 108th and 111th streets is the hammer shop on South Langley Avenue, south of 108th Street. The hammer shop was used for metal stamping and forging. It had ten large steam hammers, ranging from 750 pounds to five tons, and twelve large furnaces. The building, abandoned now, is a tall, one story, brick structure with a distinctive series of arched windows on its eastern elevation. Originally, the building was rectangular in plan; an addition was built on the western side of the building at an early date.

At the north end of this factory complex was the Allen Paper Car Wheel Company. The paper wheel was a densely compressed paper product used in the hub of iron wheels to absorb the vibrations transmitted from the axle to the wheel. The Allen works, along with the Union Foundry and Pullman Car Wheel Works, at 104th and Maryland, were the principal employers for residents of North Pullman. Though its principal output were parts for rail cars, the foundry was a supplier of a variety of iron products, including architectural iron.

The development of the housing between 106th and 108th streets in North Pullman was probably planned for the convenience of individuals employed at the Allen works as well as

Single-family residences and two-flats *(center)* were built in units together, such as these at 10732 through 10736 South Langley Avenue. These units built in 1884-85 have a minimum of ornamentation. *(Gwen Sommers Yant, photographer)*

other nearby Pullman enterprises. Similarly, the blocks bounded by 104th and 106th streets, South Corliss and South Maryland were most likely intended for those working at the nearby Union Foundry. Although tenancy generally followed these patterns, company policy did not dictate that employees live in specific areas.

Comprising only five blocks, the residential district in North Pullman is considerably smaller than its counterpart to the south. In contrast to South Pullman, the residential development of which continued through the 1890s, construction of housing in North Pullman by the Pullman Land Association stopped in the mid-1880s. The housing built in North and South Pullman during the mid- and early 1880s is similar, and corresponding groups of dwellings and flats can be seen in each district.

The Allen Paper Car Wheel Company Area

▸ *The 10700-Block of South Cottage Grove Avenue*

The design of the buildings on this block follows the practice of placing more substantial looking structures in highly visible locations. Fronting on the main line of the Illinois Central Railroad, the buildings on what was originally known as Pullman Avenue constituted one of the first sights seen by visitors arriving in Pullman by train from Chicago; consequently, they were given a greater degree of design and detail.

Only the units on the southern half of the block, from 10741 through 10757, were built in the initial phase of construction in Pullman, from 1880 to 1882. The group consisted of three duplexes (paired flat buildings) and two detached executive houses, one of which has been demolished. Faced with orange brick and detailed with ornamental bandings of black brick, decorative corbelling, and picturesque rooflines in wood and slate, the buildings adhere to the design and materials of early construction in Pullman.

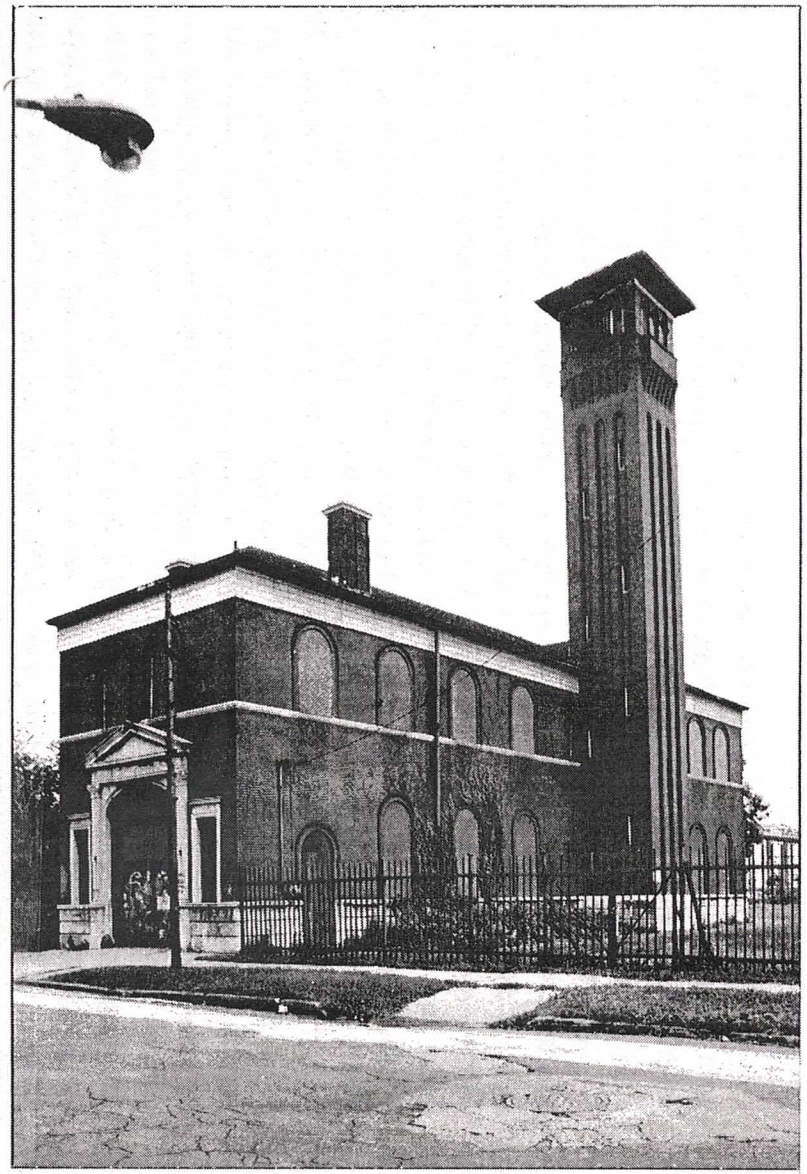
The similarity of design and detailing of the house at 10757 Cottage Grove with the large executive houses built on 111th Street in South Pullman suggest it was likely built for rental to the higher salaried officials of the nearby Allen Paper Car Wheel Company. However, listings in the 1887 Pullman directory show that in fact occupancy of this house was shared by several residents, including some who were identified as "boarders." The other executive house, now demolished, stood on the corner lot at 108th Street and, according to the same directory, was occupied by one of the executives of the Allen works.

The three duplexes dating from the initial construction phase of the block were intended for rental to employees of the Allen Paper Car Wheel works and other industries in the northern part of Pullman complex. By 1883, at least two of the three-story units were leased by individuals who operated them as boarding houses, providing lodging and meals to semi-permanent residents, primarily single males. Although the Pullman Land Association, owner and manager of all the residential and town buildings, built structures specifically as boarding houses, it was not uncommon for houses and apartment buildings to be leased by individuals and operated as boarding houses with the full knowledge and approval of the association. In 1883, many of these buildings were filled to astounding capacities, possibly due to the lack of housing in the area. A directory at that time shows more than two dozen boarders listed at 10741 Cottage Grove.

The northern end of the block was designed and erected in a later construction phase, probably during 1884-85 when extensive residential expansions occurred in South Pullman. The buildings from 10701 through 10739 reflect the simplified treatment characterizing this later phase of Pullman construction. They are devoid of the more elaborate corbelled ornamental orange-and-black brickwork used in the earlier construction. Relatively simple with flat red-orange face brick facades, the buildings are notable for the way they are stepped back on their sites to conform to the angle of the street. The structures are principally single-family houses, though there was a duplex flat building at 10713-15 South Cottage Grove. At the corner of 107th Street is a dwelling which is particularly notable for its picturesque features. Probably intended as a single-family residence, it was operated as a boarding house, according to the 1887 Pullman directory. Also unusual is the small shallow dwelling next door at 10705. The southward extension of the facade forms an entry arch to the adjoining alley.

The row of houses extending east down 107th Street were also probably part of the same construction phase of the north half of the Cottage Grove frontage, having the same orange brick and simple detailing.

Although built for rental to executives of the Allen Paper Car Wheel Company, the single-family house at 10757 South Cottage Grove was actually shared by several tenants. *(Gwen Sommers Yant, photographer)*



The red brick, Renaissance-inspired North Pullman fire station was constructed in the mid-1890s. The hose-drying tower is detailed by a series of tall recessed arches. *(Gwen Sommers Yant, photographer)*

▸ ***The 10600- and 10700-Blocks of South Champlain Avenue***

The oldest homes in these two blocks are those in the south half of the 10700-block. The units from 10742 through 10772, on the west side, and from 10741 through 10775, on the east, are symmetrically arranged, with duplexes flanking groups of single-family homes. On the west side, the two-flat duplexes on either end are faced with orange brick and have black-trimmed segmental arched window and door openings and brick corbelling at the parapet. The nine two-story, single-family rowhouses have picturesque mansard roofs with shed dormers and corbelled brickwork similar to that of the duplexes. These homes, which are among the best intact examples of the original domestic architecture in Pullman, are comparable to ones in the 11300-block of South Champlain Avenue.

Across the street is the same mixture of types, two-flats on either side of a group of single-family dwellings. Though contemporaneous, these units differ stylistically from those on the other side of the street. The two-story structures are brick throughout with stringcourses and segmental arches outlined in black brick. A shallow mansard above the cornice caps the structures. Near the center of the group, at 10755 and 10761, the two dwellings each have a picturesque gable, surmounting a corbelled brick expanse and detailed with decorative shingles, piercing the roofline.

The remaining houses in the 10600- and 10700-blocks of Champlain were built in the second construction phase. None of these houses are referred to in the 1883 Pullman directory, but appear in the 1887 edition. In the 10700-block, with the exception of the twin gabled boarding house at 10701, the structures in the north half are much more utilitarian in character, lacking the detail of the earlier groups. The structures in the 10600-block, which have been significantly altered with intrusive remodelling, employ the more overtly picturesque feature of the mansard roof.

Several of the flats,and even some of the houses, were identified in the 1887 Pullman directory as boarding houses. These include the structures at 10729, 10735, 10739, 10753, and 10759. In addition, in 1889, a barber shop was operating from 10719 and a laundry was listed at 10729. These commercial uses are consistent with other documented examples in other blocks of North Pullman. Due to the remoteness of this area from the main town, these activities were apparently approved by the Pullman Land Association.

At the south end of the block, at 623 East 108th Street, stands the former North Pullman fire station with its Renaissance inspired tower. The two-story brick structure has a classical pedimented portal entry to the garage. Its two side elevations are articulated with brick arches. The tower situated on the west side of the building was used for hanging fire hoses to dry. It has three continuous arches on each facade, extending up to the corbelled balcony and the arched lookout. To complete the Tuscan image, the tower is capped by a hipped roof with extending eaves. The building was probably built in the mid-1890s.

▸ ***The 10600- and 10700-Blocks of South Langley Avenue***

Both of these blocks were built in 1884-85 construction phase. Each block was built in three groups of flats and dwellings. Each of the three groups in the 10600-block have the same

The houses built during the initial phase of construction, 1880 to 1882, such as at 10748-54 South Champlain *(above)* had more intricate detailing than those built during the second building push in 1884-85, as illustrated by 10608-10 South Langley *(below)*. *(Photographs by Gwen Sommers Yant)*

architectural grammar: two-flats flanking single-family residences, common brick fronts, and corbelled parapet. The appearance of this block is comparable to that of the 11300-block of Langley. The single-family dwellings have a tripartite arched window on the first floor and two arched windows on the second. In the center of the northernmost grouping on the block, at 10608-10 and 10612-14 are a pair of simple brick gables. The flats and houses in the 10700-block are similar in overall appearance to those in the block to the north. The original design and materials of both blocks is largely intact.

Residential usage prevailed, with two notable exceptions. A meat market, operated by the owner of the meat market in market hall in the main town, was situated at 10662. In 1887, a small school, the 107th Street School, operated out of what appears to have been a flat building. Although altered in more recent years, the building has a second doorway, which appears to have been cut in at an early time to accommodate more traffic.

The Union Foundry Area

▸ *The 10400- and 10500-Blocks of South Corliss Avenue*

The demand for housing in these blocks was great due to the neighboring the Union Foundry. Boarding houses anchored each end of the 10400-block. The Union House, at 10401, was an popular hotel and boarding house. Unlike the company-run Florence Hotel, the Union House was privately leased and operated, catering to both transient and permanent guests. Directory listings for 1883 indicated that the building must have been filled to capacity, listing thirty permanent residents. Most of these were employees of the Union Foundry. The Union House is a three-story brick structure, with distinctive twin gambrel roofs. The flats and houses on the block are grouped in pairs. Except for the three-flats at 10409-11, all of the buildings are two stories tall. As compared with other designs, these have significantly more detailing, including in some cases the orange and black trimmed brick that is characteristic of the initial construction. All of the structures in the 10400-block were built prior to 1883.

Structures in the block to the south were built in 1884-85. Architecturally, the dwellings and apartments are typical of Pullman construction. What distinguished this block was its informal status as the shopping arcade for the district. Shops were mixed in with residences in the northern third of the block. At 10501-03 was the 105th Street School, a significantly larger building than the 107th Street School at Langley Avenue. A barbershop was next door at 10505; another meat market at 10507; the Secord Drug Store, a branch of the drug store at Market Hall in South Pullman, was at 10511; and grocery store at 10513. According to information from directories, the proprietors or their clerks lived above the stores. The residential designs were modified for these commercial purposes--for example, a second door was added to the building at 10513--but it is not clear whether the Pullman Land Association undertook these changes or whether the tenant did with the permission of the association. These modifications for commercial uses conformed to the residential design of the rest of the block.

The Union House *(above)*, at 10401-03 South Corliss Avenue, was North Pullman's counterpart to the Florence Hotel in South Pullman. *(Gwen Sommers Yant, photographer)*

The hotel, as indicated in the advertisement below, accommodated both transient and semi-permanent guests, including a number of employees of the nearby Union Foundry. *(Pullman Directory, 1883)*

UNION HOUSE.

HERMAN D. KELLER Proprietor.

First-class Accommodations for Boarders and the Traveling Public.

Cottage Grove Av., S. E. cor. 104th St.,

PULLMAN.

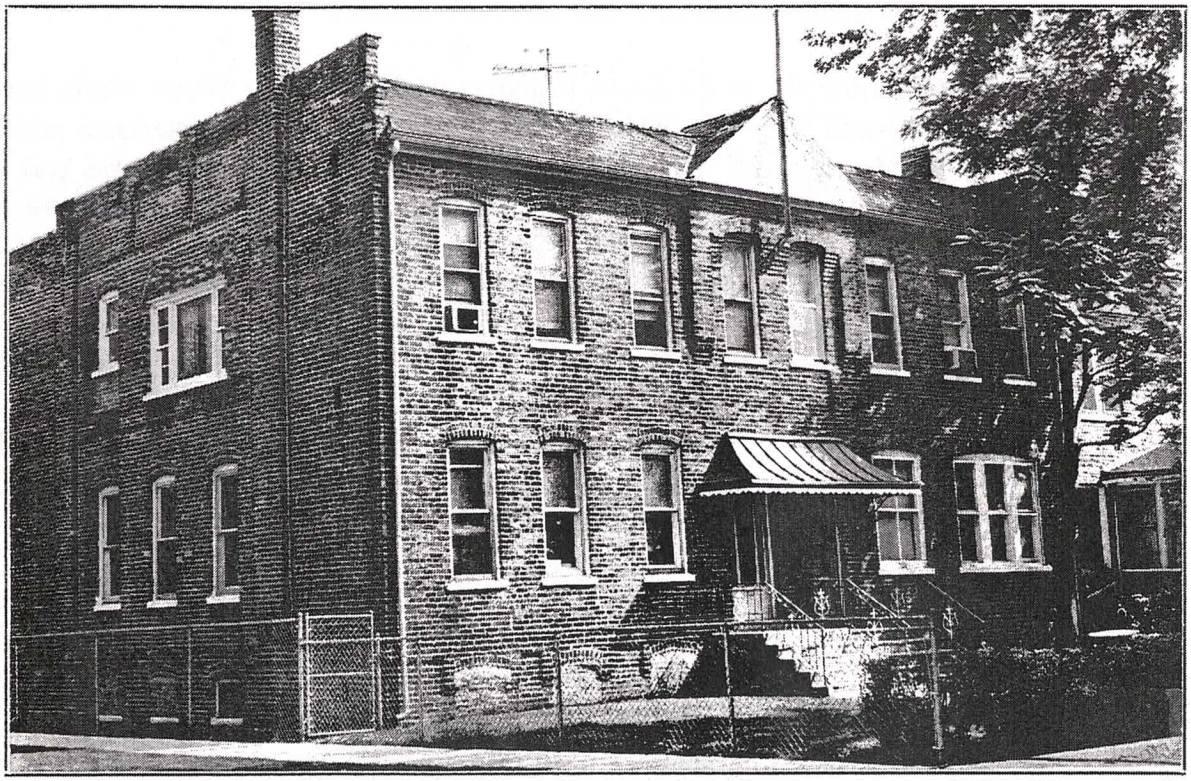
▸ ***The 10400- and 10500-Blocks of South Maryland Avenue***

Facing the former site of the Union Foundry and Pullman Car Wheel Works are large three-story, party-wall three flats which early Pullman directories indicate were principally tenanted by foundry workers. The block between 104th and 105th streets was part of the original 1880-82 construction phase. Also constructed as part of this initial phase were "Block H" at the southwest corner of 105th and Maryland (now demolished) and "Block G" at the northwest corner of 106th and Maryland, both three story buildings originally offering inexpensive single rooms with no kitchen facilities. The middle of the 10500-block was filled out with three-story flats similar to those on the block to the north, but were presumably erected in the 1884-85 phase.

Architecturally, both groups are analogous. They are party-wall structures, faced with orange brick. Variety is introduced into this otherwise solid massing through the use of varying rooflines and stepping the buildings forward and back on the lots.

Conclusion

The planners of the Town of Pullman undoubtedly anticipated the landscaped industrial complex between 108th and 111th Street as the focal point for equal residential developments to the north and south. While development of South Pullman continued into the 1890s, filling up a large percentage of the available land, expansion of North Pullman was largely stayed by the mid-1880s, leaving considerable vacant property. Since the time of Pullman's ownership in the 19th century, the continuity of South Pullman with its contiguious blocks of residences and substantial public buildings gave it a more cohesive identity, a perception which has carried into present-day conceptions of the history and development of the Town of Pullman. Nevertheless, North Pullman is equally a part of George Pullman's ideals for the creation of a model industrial town, and are critical for a comprehensive understanding of his goals and achievements.



Within the North Pullman area, structures used for non-residential purposes were designed to resemble residential ones. The design of the former 105th Street School *(above)* at 10501-03 South Corliss Avenue is comparable to that of paired two-flats. The structure at 10511-13 South Corliss *(below)* was modified with the addition of a new doorway for the grocery that was located in the building. *(Gwen Sommers Yant, photographer)*

The proposed NORTH PULLMAN DISTRICT is made up of the two outlined areas toward the top of the map at the right. The proposed district includes those properties with the following address ranges:

▸ ***In the Allen Paper Car Wheel Company area (labeled [a] on the map at right):***

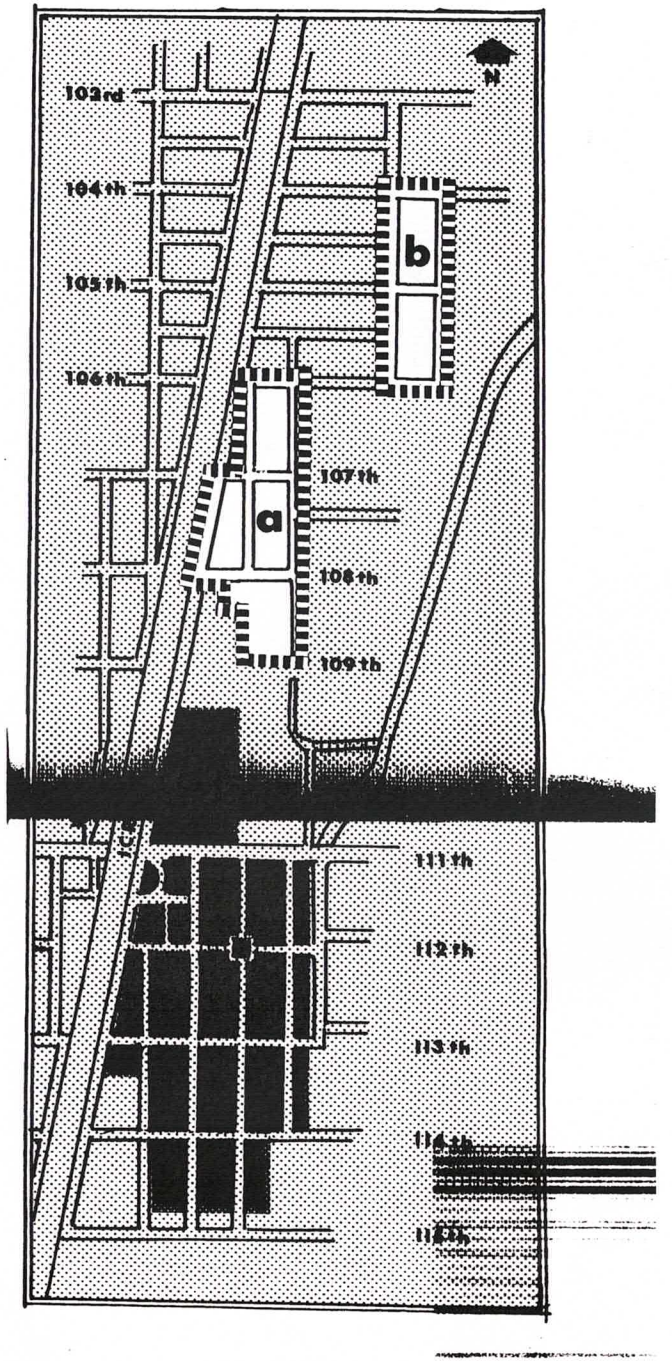
10701 through 10765 South Cottage Grove Avenue (odd street numbers only)
10601 through 10665 South Champlain Avenue (odd street numbers only)
10700 through 10775 South Champlain Avenue (both odd and even street numbers)
10600 through 10768 South Langley Avenue (even street numbers only)
623 East 108th Street
10840 South Langley Avenue

▸ ***In the Union Foundry area (labeled [b] on the map at right):***

10401 through 10559 South Corliss Avenue (odd street numbers only)
10400 through 10560 South Maryland Avenue (even street numbers only)

NOTE: When the town of Pullman was platted in 1880, what is now Cottage Grove Avenue was called Pullman Avenue, Champlain Avenue was Stephenson Avenue, Langley Avenue was Fulton Avenue, Corliss Avenue was Cottage Grove Avenue, and Maryland Avenue was Erickson Avenue. The names were changed to their current ones at various times after the turn of the century.

The SOUTH PULLMAN DISTRICT, shown in black on the lower part of the map at the right, was designated a Chicago Landmark in 1972.



SELECTED BIBLIOGRAPHY

Andreas, A.T. *History of Cook County, Illinois from the Earliest Period to the Present Time.* Chicago: A.T. Andreas, Publisher. 1884.

Buder, Stanley. *Pullman: An Experiment in Industrial Order and Community Planning, 1880-1930.* New York: Oxford University Press. 1967.

Commission on Chicago Historical and Architectural Landmarks. "A Summary of Information on the South Pullman District." June, 1972.

Doty, Mrs. Duane. *Pullman Illustrated.* Chicago: T.P. Struhsacker, Publisher. 1893.

Ely, Richard T. "Pullman: A Social Study," *Harper's New Monthly Magazine*, LXX (February, 1885).

Lindsey, Almont. *The Pullman Strike.* Chicago: University of Chicago Press. 1942.

Pointer, Norbert J. "Pullman: A New Town Takes Shape on the Illinois Prairie," *Historic Preservation*, Vol. 22, No. 2 (April-June, 1970).

Pond, Irving K., "America's First Planned Industrial Town," *Illinois Society of Architect's Monthly Bulletin*, June-July, 1934.

Town of Pullman, Directories (1883, 1887).

Additional research material used in the preparation of its report is on file at the office of the Commission on Chicago Landmarks and is available to the public.

****

Staff for this publication:

Timothy Samuelson, *research*
Timothy Barton, *writing*

Survey documentation - 9th Ward

Cathy Rocca
Timothy Wittman
Gwen Sommers Yant

COMMISSION ON CHICAGO LANDMARKS
320 North Clark Street, Room 516, Chicago, Illinois 60610
312/744-3200
February, 1992

Staff Analysis of Applicable Criteria and Identification of Significant Historical and Architectural Features of the NORTH PULLMAN DISTRICT

APPLICABLE CRITERIA: The staff recommends that the Commission initiate the designation for the North Pullman District. In our opinion, the district meets five of the criteria for landmark designation set forth in Section 2-120-620 of the Municipal Code.

> CRITERION 1: *Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the City of Chicago, State of Illinois, or the United States.*

North Pullman shares the same social and economic history that prompted the designation of South Pullman as a landmark in 1972. Pullman was a model planned industrial community, combining industry, housing, and public spaces. Pullman was also the site of the Pullman Strike of 1894 which marked a milestone in the development of the labor movement.

> CRITERION 3: *Its identification with a person or persons who significantly contributed to the architectural, cultural, economic, historic, social, or other aspect of the development of the City of Chicago, State of Illinois, or the United States.*

George M. Pullman was the founder of the railway car company bearing his name. It was the premier manufacturer of luxury coaches in the United States for more than half a century. He developed the town of Pullman throughout the 1880s and '90s to consolidate the various industrial processes necessary to the creation of Pullman coaches and also to provide a pleasing social environment for employees.

> CRITERION 4: *Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.*

North Pullman carries forth the same architectural grammar employed in the South Pullman District; in fact, several building groups in the north district are identical in design to groups to the south. Buildings were detailed in a variety of means relative to a social and economic hierarchy. Structures differed as well due to their age, the structures built in the initial phase of development from 1880 through 1882 having more architectural detailing than later buildings. Yet within this varied treatment, efforts were made to maintain a cohesive visual appearance through the use of continuous brick coursing and rooflines and by uniform setbacks. Few areas in the city demonstrate such a continuity.

the proposed district. It was constructed around 1920, well after the initial development of Pullman, and has been rehabbed into condominiums in a manner inappropriate to the historic character of its architecture.

Consideration was also given to a suggestion from the community of including tracts of vacant land adjacent to the proposed district, for the purposes of providing a buffer to the district. The staff felt that such an approach would be inconsistent with the delineation of boundaries by the Commission in previous districts. Though we have included tracts of vacant land interspersed throughout districts, such as with the Calumet-Giles-Prairie District, we have not drawn boundaries to include vacant land at the edges of districts. As a rule, boundaries delineated by the Commission have been drawn concisely to include concentrations of historic building, as a means of focusing the Commission's interest on the preservation of those resources. Although there are theories of preservation encouraging expansive boundaries for historic districts, the practice of the Commission has not been to expand boundaries to include vacant or intrusive buildings as a means of extending its authority to prospective new developments.

This staff analysis and the accompanying report summarizing the historical and architectural background of the proposed landmark should be regarded solely as preliminary documents. Both are subject to possible revision and amendment during the designation proceedings. Only language contained within the Commission's recommendation to the City Council should be regarded as final.

CRITERION 5: *Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Chicago, State of Illinois, or the United States.*

Pullman, both north and south, is the result of plans developed by landscape architect Nathan Barrett and architect Solon S. Beman. Though little is known of Barrett's work, Beman is recognized as an important individual in the history of Chicago architecture, not only for Pullman but for such structures as the Fine Arts Building and a series of Christian Science churches.

CRITERION 6: *Its representation of an architectural, cultural, economic, historic, social, or other theme expressed through distinctive areas, districts, places, buildings, structures, works of art, or other objects that may or may not be contiguous.*

Although North Pullman was developed simultaneously with South Pullman, the two areas have distinct histories. The northern area was not as fully developed as the main town to the south. It had none of the civic or commercial structures of South Pullman. The architecture of North Pullman was solely residential. Yet, several of these residential structures in North Pullman were carefully adapted as stores, and even schools, while preserving the residential character of their facades. Historically, the overall design continuity, particularly in light of these disparate uses, was a distinctive feature of the North Pullman district.

SIGNIFICANT HISTORICAL AND ARCHITECTURAL FEATURES: Based on its evaluation of the North Pullman District, the staff recommends that all streetscapes and all exterior aspects of all structures within the boundaries of the proposed district be identified as significant historical and architectural features. The streetscapes encompass all of the distinguishing characteristics of the streets, parkways, sidewalks, driveways, alleys, front yards and similar private and public rights-of-way.

BOUNDARIES: The proposed North Pullman District consists of two separate but nearby areas. It appears that these areas developed in conjunction with two separate businesses, the Union Foundry, which was at 104th Street and Maryland Avenue, and the Allen Paper Car Wheel Company, near 108th Street and Cottage Grove Avenue. The architecture in both areas is consistent with that of South Pullman. Individual blocks were developed with groups of harmiously designed brick flats and dwellings.

The proposed district also includes two non-residential properties immediately south of one of the residential blocks. The former North Pullman fire station (623 East 108th Street) and the former hammer shop for the Pullman works (10840 South Langley) are located south of 108th Street in what was the industrial complex of the original Pullman development. These are the only two civic and industrial buildings in North Pullman remaining from the era of its original development.

The boundaries were drawn to include the most concise grouping of historic buildings. There are no other comparable buildings in the vicinity. One of the buildings that was part of the Union Foundry complex remains and is located at 104th Street and Maryland Avenue. This building is not included in